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## A Ship Called *Portland*

by Chris Hall, Curator of Exhibits

When a ship is named for a place, a relationship is activated in the eye of the beholder. Just as when a person's name is endowed upon a vessel, both ship and place are mutually identified and honored; the vessel becomes imbued with the spirit of the place, and becomes its ambassador, its retainer, its avatar, wherever it is seen.

Ever since the burgeoning commercial harbor settlement of Falmouth known as "The Neck" renamed itself in 1786 after the Isle of Portland off Dorset, England, numerous ships throughout its history have trans-shipped, towed, or otherwise traded under the Portland "brand."

Three young wags, their thoughtful gazes fortified above the ramparts of their stiff celluloid collars, are posed in a Portland, Maine studio "aboard" a set evoking the ill-fated steamer *Portland*, which was lost in the so-named "Portland" gale of November 27, 1898 as it attempted its scheduled passage home from Boston. The hats and collars of the trio place their souvenir image within a decade of the grievous sinking, in which many Portland residents went down. A decade is long enough for a city's mourning to become tempered, and short enough for the shudder of a disaster to still sell novelty postcards.

Though the big doomed steamer (built in Bath, 1889) is perhaps the most likely recalled vessel christened *Portland*, there have been a dozen or so other such ships with more fortunate careers.



MMM Burden Collection

We know of at least two *Portland Packets*, though it would have been a dashing moniker potentially used by more, as sailing packets with their designated routes and

*Continued on page 4*

## EXHIBITS

### Only a few weeks left

#### *Aloft! Topsails to Turbines*

On view August 20 to November 27, 2011



New technologies, materials and designs are evolving to once again harness that most abundant of resources – wind power. This exhibit presents comparisons of sail design, sail handling, rigging variants, terminology, flops and failures, as well as cameo portraits of those involved with things blowing in the wind.

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Bath Iron Works

### Coming in December

#### *Port of Portland: A Ship-Shaped History*

On view at Portland Public Library December 3, 2011 to January 2, 2012. On view at Maine Maritime Museum – December 17, 2011 to May 13, 2012

Members-only Reception – Friday, Dec. 16, 5 to 7 pm, MMM, Bath

Feel the maritime pulse that has for more than 350 years underlain the same 2000+ acres of deep-water anchorage that constitute the Port of Portland. This exhibit is a vision of Maine's largest city portrayed by the ships delivering hope, grief, sustenance, prosperity, disappointment, and a good day's work to its people.

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A WEALTH MANAGEMENT COMPANY



William A. Lowell







## Rhumb Line

A line on the earth's surface which intersects all meridians and parallels of latitude at the same angle. A line of constant course is a rhumb line.

### Mission Statement

Maine Maritime Museum celebrates Maine's maritime heritage and culture in order to educate the community and a world-wide audience about the important role of Maine in regional and global maritime activities. The Museum accomplishes its stewardship through: discriminate collection, preservation and dissemination of historic materials and information, engaging educational programs, relevant and compelling exhibitions, and a unique historic shipyard, all connecting the past to contemporary and future issues.

### Vision Statement

Maine Maritime Museum offers unique experiences through unsurpassed collections, well-maintained historic buildings, compelling exhibits, and outstanding educational programming and services. The institution is financially sound and forward focused; new technologies and viewpoints are embraced in a timely manner. Visitors, members, volunteers, and staff are enriched by their involvement with the Museum; the Museum's vitality infuses the regional and national cultures and economies. The Museum is a world-class museum attracting a global audience to Maine's rich maritime heritage and culture.

## All Maritime...All Maine

While Bath, Maine has the distinction of being historically one of the top shipbuilding cities in America, and 212 of those ships were built on the grounds now preserved by the Museum, we recognize the story of maritime Maine is a *statewide* story.

In collections, in exhibits, and in public programs, Maine Maritime Museum strives to capture the full scope of maritime activity across the entire state. The 2010 merger with the Portland Harbor Museum provided an opportunity to strengthen the collections and expand public programming – essentially ensuring the “Maine” in Maine Maritime Museum really does represent *all* of Maine.

For the past year, the Museum has offered lectures, tours, and programming in Portland and the vicinity to provide educational opportunities beyond our Midcoast base. This December, we are working in partnership with the Portland Public Library to showcase our newest changing exhibit, *Port of Portland: A Ship Shaped History*, in the

exhibit's namesake city. *Port of Portland* presents a vision of the city's history as portrayed by the ships that have transited Portland Head to clear Spring Point Ledge. A series of vessels as diverse as the different eras they represent, these ships tell the story of Maine's gateway port and, by extension, the story of Maine.

In a first for MMM, the exhibit will be on view in two locations: Bath from December 17, 2011 to May 13, 2012, with highlights of the full exhibit on view in the Portland Public Library's beautiful gallery space during the month of December. We invite you to visit the exhibit in *both* locations and experience two quintessential Maine maritime cities – Portland and Bath.

Amy Lent  
Executive Director

## The Popham Colony Lives On!

Maine Maritime Museum is exploring new ways to bring the story of the Popham Colony to school children in the Midcoast and beyond with several new educational initiatives, thanks in part to funding from Maine's First Ship.

Because schools struggle to fund traditional fieldtrips, Museum educators have been making great efforts to bring history and materials into the classroom. The in-class program, tailored to each teacher's needs, includes a visual presentation and several hands-on activities, including the construction of a small wattle and daub wall, complete with a clay and dirt mixture that is smeared by hand into the wattle framework; always a hit.

This past autumn, museum Education Coordinator Jim Nelson helped students at Bath Middle School construct a free-standing wattle and daub wall on school property. The wall will be left exposed all winter to test the durability of the colonial-era construction.

Along with the classroom work, the Museum is developing “travel trunks” as part of the Popham Colony outreach. These trunks, a fast growing trend in museum education, will contain four or five activities that teachers can use in their classrooms to bring various aspects of the Popham Colony to life.

Among the trunks' activities are the game “Raid, Trade or Settle?” developed by MMM staff, which allows students to recreate voyages to the New World, decide what they will do when they get there, and discover the consequences of their choices.



The trunks will also include a model of the ship *Virginia* that students will assemble “by the numbers.” Other trunk activities are being developed by students at Bath Middle School as part of their Expeditionary Learning Program. Once complete, the trunks will be available to teachers at a nominal cost.

The previous issue of *Rhumb Line*, no. 66, was incorrectly labeled as the Fall 2011 issue. That issue should have been labeled the Summer 2011 issue. You are holding the true Fall 2011 issue in your hands. Thanks for reading *Rhumb Line* – regardless of the issue date.



Boat lovers gather at MMM as *Velo* is launched

Friday afternoon, September 16 was a sparkling early fall day along the Kennebec with a brisk wind blowing off the water and the sun shining brightly. In short, it was a perfect day for a boat launching as Paul Skydell and his wife Vicki, a former Museum volunteer, launched their new *Haven ½*, christened *Velo*. A beauty of a boat, *Velo* was built in the Museum Boatshop by Kurt Spiridakis and a team of skilled volunteers.



A crowd of more than 100 people – boat shop volunteers, trustees, Museum staff and Compass Circle members – were on hand to toast the launch with champagne.

Before the launch, Paul addressed the group speaking about how his lifelong love of day sailing began while he was growing up, about how the name *Velo* had been selected for this boat. Most importantly, he discussed how vital it is that benefactors continue to support the things and places they love, especially Maine Maritime Museum, particularly in today’s challenging economic time.

After the ceremony, attendees were among the first to walk through the newly renovated boat storage facility, funded through a grant from the National Endowment for the Humanities, where the best of Maine built boats are now safely stored and accessible for appreciation and research. The Skydells then hosted an elegant party in the boat shop for their guests, who were still talking about it weeks after.



(Top left) Paul Skydell, right, poses with friends Randy and Joanne Schiefer before the launch ceremony. (Above) The champagne flies as Vicki Skydell officially launches *Velo*. (Bottom left) The Skydells thought a bagpiper would add a bit more festivity to the launch ceremony.

Haven construction

By Kurt Spiridakis, Boatshop Manager

The construction of *Velo* was a collaboration between the Museum’s boat shop staff and volunteers, local craftsmen and sawyers, and a buyer with a keen eye for a pretty boat. *Velo* represents the largest and most technically complex boat built at Maine Maritime Museum in more than two decades.

Under construction for almost 13 months, she came together alongside a bevy of boat shop activity – from a giant pumpkin boat to four 12’ cedar skiffs built by eighth graders. More than 30 volunteers worked on *Velo*, from the initial mold making to the final coat of varnish.

Most of the boat’s wood came from local trees. Her white oak keel, stem, and bent frames came from a large tree felled two winters ago in Phippsburg. Nearly all of the cedar used in the planking, bulkheads, and floorboards came from two local trees, one from as close as Middle Street in Bath. The spruce spars are constructed from Maine spruce, carefully selected over the past 10 years by local sawyer John Morse, who masterfully cut each tree used in *Velo*’s construction.

Special thanks go to Paul and Vicki Skydell, who chose a classic wooden boat design and the Museum boat shop to build it. During the past year, *Velo* inspired countless Museum visitors and middle school boat builders, and allowed the boat shop staff to further their skills and knowledge by building an ideal wooden boat.

Currently under construction is a hull for a Ninigret, a 22-foot fishing boat, which will keep the boat shop volunteers busy through next spring, when the owner will take the hull home to finish himself.

Anyone interested in a future commission or boat designs should contact the boat shop.



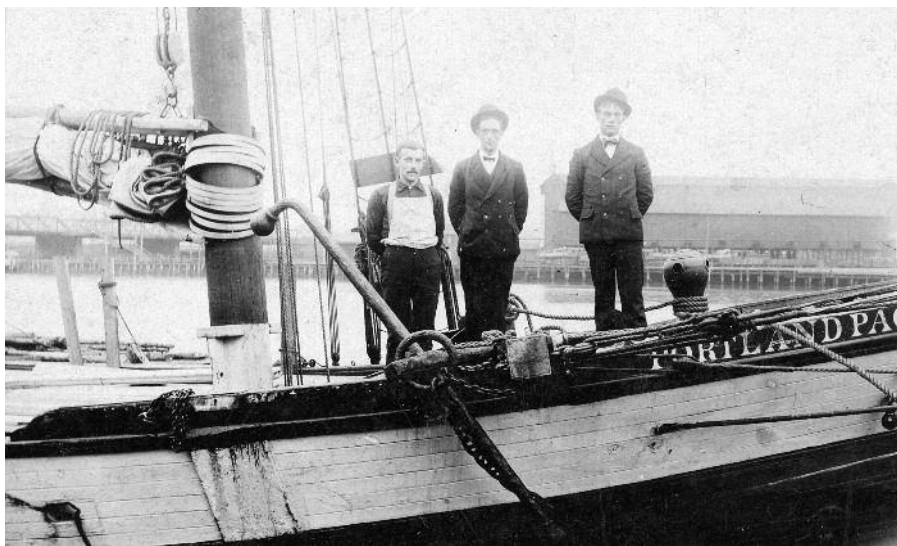
Boatshop staff and volunteers gently turn the future *Velo* following completion of the hull.



## A Ship Called *Portland*

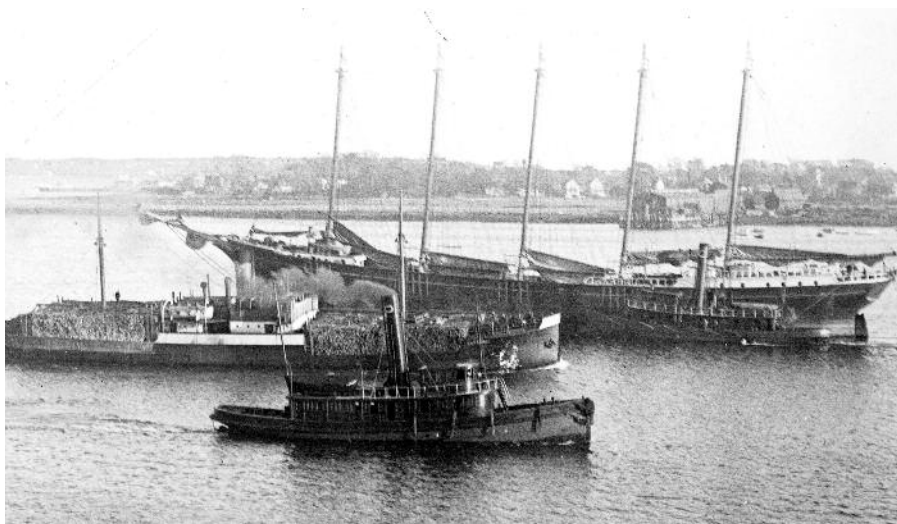
*Continued from page 1*

more or less pre-arranged schedules, serviced Portland through two centuries. One such-named armed coasting vessel engaged British armed sloops in the Bay of Fundy during the Revolution, and may have been the same *Portland Packet* chartered to carry U.S. Commissioners to St. Andrew's in 1796 for U.S./Canadian boundary negotiations.



MMM Burden Collection

This 1880's-1890's photograph of another otherwise unknown *Portland Packet* shows three gents, possibly cook, mate and master, (rolled up apron on the cook, larger bow tie on the master?) solemnly at ease on the forward deck of either a large sloop or schooner – possibly in Portland harbor; possibly not.



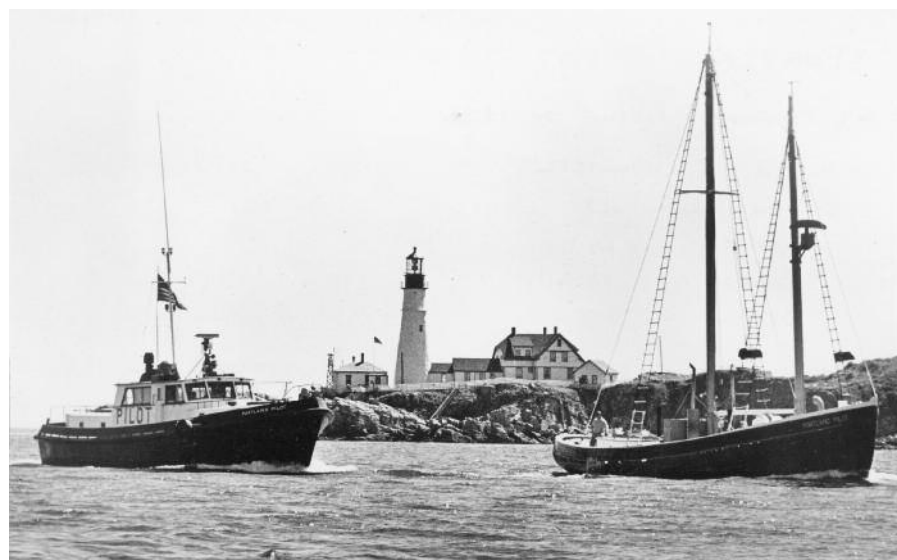
MMM Burden Collection

In a marvelous 1920 -1930 harbor image by Portland newspaper photographer Charles Evans, the steam tug *Portland* escorts an incoming load of Norwegian wood pulp past an outgoing, five-mast schooner pushed along by the *Portland's* sister tug *Cumberland*. The schooner is riding high, and has likely discharged a cargo of coal. This Portland harbor scene was no doubt replayed countless times during the pre-diesel, pre-oil era.



Gift of Boothbay Region Historical Society

From 1903 -1975 six lightships were assigned to the Portland (originally called Cape Elizabeth pre-1912) station, marking the approach to the harbor about five miles southeast of the Cape Elizabeth lighthouse. The large white letters technically are the name of the lightship's current station, not the name of the vessel, which the Coast Guard refers to by their LV (Light Vessel) number. A new station assignment meant a new name painted on the side. This one is LV-111, one of a run of six lightships built during 1921-1924 at Bath Iron Works; she is moored at her Portland station (1952-1969) showing no signs of the spectacular 1935 bow-to-bow collision with an ocean liner off New York, where for twenty years (1932-1952) she was known as the Ambrose lightship.



Museum Purchase, Frank E. Claes collection

For an hour or so in the summer of 1969, two identically named vessels escorted each other from the Portland Head Light into Portland, marking the transfer of the Portland pilots from their 1931 wooden auxiliary schooner *Portland Pilot* into a new steel all-diesel *Portland Pilot*. Both are still in service today, the schooner as *Timberwind*, chartering passengers out of Rockland; the “new” boat still with the Portland Pilots, who continue to guide the non-ending parade of ship traffic in and out of “America's Sunrise Gateway,” the Port of Portland.

But wait, there's more! You can catch them in the Museum's next exhibit devoted to this pedigreed harbor – *Port of Portland: A Ship-shaped History*. See page one for exhibit dates and locations.

# Local Youth Wins MMM Raffle Boat



With the purchase of just one raf-  
fle ticket and a little luck 13-year-  
old Sherman Brewer of Southport,  
Maine, became the proud owner  
of a 13-foot Beach Pea day-sailer  
raffled by Maine Maritime  
Museum this year.

A student at Boothbay  
Elementary School, Sherman is  
an avid sailor and a member of  
the Boothbay Region Sailing  
Club. He spends much of his  
summers working for his father  
lobstering the waters of the  
Boothbay region.

Several summers ago Sherman  
earned enough money to buy his  
first boat, a kayak, which he used  
to explore the waters surrounding  
his community. Unfortunately,  
earlier this year Sherman’s kayak

was stolen, leaving him boat-less. Sherman’s father said that when he told his  
son he had won the Beach Pea Sherman lit up, excited that he would soon be  
rowing and sailing again.

Because of their popularity among inshore fishermen Peapods once prolif-  
erated on the coast of Maine. Their design provided distinct advantages over  
traditional fishing dories, making them ideal for those earning a living on  
coastal waters. A flat-floor amidships produced high initial stability; lobster-  
men could place a boot on the rail and haul traps over the side. Whether  
sailed or rowed, Peapods maneuver easily in restricted areas.

Sherman’s Beach Pea, designed by Doug Hylan and built in the Museum’s  
boat shop by Boatshop Manager Kurt Spiridakis and numerous volunteers, is  
a traditional Maine coast Peapod. Whether used for pleasure or light work  
Sherman will find his Beach Pea a sturdy little craft. The Museum staff is  
thrilled to see this year’s raffle boat go to such a fitting individual.

# Art & Book Sale, November 11 & 12

The Museum Store invites you to an Art & Book Sale, Friday and Saturday,  
November 11 & 12, in Long Reach Hall. Hours for the event are:

## Friday

10am to Noon – Preview sale for Museum Members and Volunteers  
Noon to 3pm – Open to the public

## Saturday

10am to 2pm – Open to the public

Savings up to 50% off regular prices on new and antique books, vintage  
photographs, oil-on-canvas reproductions of Charles Robert Patterson paintings,  
nautical-themed artistic note cards, charts, vintage Hyde Windlass Co. advertis-  
ing sheets featuring most Bath-built ships, and so much more. Additional mem-  
ber and volunteers discounts, up to a total discount of 50%, will apply.

Get a jump start on your holiday shopping and don’t miss this opportunity  
to score a great buy on truly distinctive holiday gifts.

# Making that Unneeded Life Insurance Policy Relevant Again

There is one planned gift that has *no cost* associated with executing it – naming  
the Museum as the beneficiary of a life insurance policy that has outlived its orig-  
inal purpose. It only involves filling out the change-of-beneficiary form obtained  
from the issuing insurance company’s agent. While will and codicil changes  
involve legal drafting, insurance forms are straight-forward “fill in the blank”  
things that anyone can manage, at least with the help of an insurance agent.

Many employers provide a basic life insurance policy to each employee,  
normally with a value of one or two times the employee’s annual salary. As  
one sheet among dozens of forms signed on the first day of work, this type of  
life insurance policy is easily forgotten since the employer is often responsible  
for paying the premiums.

Working adults often buy a life insurance policy to provide an income for  
a spouse or for supporting children in the event of an untimely demise and,  
thus, loss of income. Once the kids are grown, educated and on their own, or  
once one’s career is more fully mature, the original motivation for the cover-  
age may no longer be valid.

If you have a life insurance policy that no longer serves the purpose to which  
it was executed or is no longer needed, particularly if the policy is the whole life  
variety with a current cash value, there are several options to consider:

- **Name Maine Maritime Museum a beneficiary to a policy.** By doing  
so, you are making a major contribution to the Museum, a legacy gift to  
be realized at the time of your death. (Policies typically provide for one  
or more primary beneficiaries and one or more contingent beneficiaries,  
indicated by a percentage or dollar amount.)
- **Donate your whole life, paid-up policy to MMM now.** This option  
makes a significant gift with immediate impact. The Museum may have  
the option of surrendering it for its current cash value, converting the  
policy to paid-up insurance, or paying premiums to keep the policy in  
force. In any event, you generally gain an immediate charitable deduc-  
tion for that gift.
- **Take out a new life policy to benefit Maine Maritime Museum.** You  
can purchase a new life insurance policy, naming the Museum the owner  
and beneficiary, and then make the regular premium payments as your  
annual MMM gift. The premium payments would be tax deductible.  
Then upon your death, the realization of the policy creates a second,  
significant legacy gift.

As with all planned gifts, it is prudent to discuss what you are considering  
with your estate planning or financial advisor. Life insurance is regulated by  
each state so consult your state registered insurance advisor. Depending upon  
the complexity of your estate, your advisors may have additional alternatives for  
you to consider. As they look at the three intertwined goals of estate planning –  
*providing for one’s family, fulfilling one’s charitable intentions, and maximizing tax  
savings* – advisors direct the disposition of assets to take advantage of both  
immediate and future tax benefits, and life insurance is an important tool.

Please contact Janice Kauer, Director of Development and External Affairs  
at 443-1316, ext. 327 or via email at [kauer@MaritimeME.org](mailto:kauer@MaritimeME.org) if you have  
questions about making a planned give to MMM.

## Did you know?

Life insurance has been around since Roman times when “burial clubs”  
helped members cover burial expenses and provided care for remaining  
family members.



# Museum Happenings and Highlights

## MMM Needs Your Ideas for 50th Anniversary Logo

50

In 2012, Maine Maritime Museum will celebrate a half-century of preserving and telling Maine's maritime story. A number of activities, recognitions and special events are being planned to mark the anniversary, including a exhibit showcasing significant artifacts from 50 years of collecting to conclude the year.

One of the elements that will be used to publicize this significant milestone and to make visitors aware of the celebration is a MMM 50th Anniversary logo. The logo will be used in print advertising, on informational brochures, on some products in the Museum store and in other appropriate places.

Maine Maritime Museum exists solely because of the foresight, inspiration and support from members of the community and those who have become friends and fans over its 50 year history. To celebrate that vital connection, everyone is invited to submit their ideas for the logo. The person submitting the selected logo will receive a framed certificate recognizing their contribution, a special copy of the Museum's new photo book (to be published in 2012), a profile in Rhumb Line, and the gratitude of the Museum staff.

Guidelines for logo design and submission are:

- Entries must be received by December 9 to be eligible, and cannot be returned
- Logo designs should take into account the fact that they may be reproduced in single color and be simple enough to reproduce well in a relatively small size (about the size of a quarter)
- Logos should honor the Museum's achievement and be in good taste
- Entries can be hand-drawn, digitally drawn or produced in other formats
- The winning design becomes the property of Maine Maritime Museum
- The winning entry will be announced in January 2012

## Museum Salutes *Spruance* at Sailaway

When *Spruance* DDG-111 got underway from Bath Iron Works on the afternoon of September 1 headed south to Key West, Florida for commissioning, it marked the last time the ship would depart Bath.

To mark the event Maine Maritime Museum hosted a Sailaway Salute to *Spruance*, providing the public a rare opportunity to watch the ship pass down the Kennebec for the final time from the Museum's riverfront location.

An estimated 450 spectators gathered on the fitting out pier and the grounds of the historic Percy & Small Shipyard to show support for the ship and crew, and to pay homage to the BIW employees who build these great ships. The Bath Municipal Band played *Anchors Aweigh* and a signal cannon was fired from the pier to honor the occasion. The *Spruance* crew, manning the rails of the ship, saluted the Museum and the spectators in return.

*Spruance* is the 33rd *Arleigh Burke*-class guided missile destroyer to sail from BIW, and is the next to last of that series the yard is currently contracted to build. The final contracted ship, *Michael Murphy* DDG 112, has been launched and is scheduled to sail away in about 12 months.

Tom Bowler, a member of the MMM Board of Trustees, retired U.S. Navy engineer and former VP for



Programs, Strategic Planning and Communications at BIW, initiated and helped organize the event. Bowler said, "It is a really big deal for the city of Bath and the State of Maine to see one of these ships leave."

Dave Clark, VP of Operations at BIW said, "This is the culmination of a lot of work by a lot of great people at BIW, including designers, engineers, planners and ship-builders. I have a lot of pride when I see this happen and think of those people and the work they do."

*Spruance* is the latest of nearly 5,000 vessels to be built along the banks of the Kennebec River and will proudly continue the legacy of "Bath Built is Best Built."

Following commissioning *Spruance* will join the Navy's Pacific Fleet with San Diego as her homeport.

## Japanese Delegation Visits MMM

In September, a 10-member delegation from Aomori Prefecture in northwest Japan toured Maine visiting several locations to learn about the state's commerce and high technology programs. One of their stops was the City of Bath and Maine Maritime Museum.

In the accompanying photograph, the 10-member delegation, along with Gallery Docent Martha McBride (back row, second from left), gather informally in the Morse Gallery. During their visit, McBride introduced the group to the section of the *Distant Lands of Palm and Spice* exhibits in the Crooker Gallery that highlights the beginning of trade to Japan in 1858, particularly the case oil trade which brought kerosene, or case oil, from the United States to Japan in ships, many of which were built in the shipyards of Bath.

Aomori Prefecture is located on the Sea of Japan in the northern part of the main Japanese island of Honshu. One of the principal cities within the prefecture is Tsugaru, which is a sister-city of Bath, and which was formed when several villages were merged. One of the villages that joined to form Tsugaru was Shariki.

In 1889, villagers from the fishing village of Shariki rescued four survivors of the Bath-built *Chesebrough*, which went down off their shores. After the wreck, crates of Maine pears washed up on the shore. The townspeople enjoyed them, so they planted the seeds and grew Maine



pears of their own. The village also erected a memorial to the 19 American sailors who lost their lives in the sinking. Even today, on the anniversary of the sinking, the people of Shariki place pears on the graves of the sailors who lost their lives aboard *Chesebrough*.

The memorial and the recognition has remained a part of Shariki village since, tended even during World War II when America and Japan were at war. In 1970, the memorial was rededicated and a photograph of the ceremony unveiling the new memorial is in the Crooker Gallery.



# The Best Victorian Christmas Yet

December 16 through December 22



Each year the folks in the Public Programs Department at Maine Maritime Museum work tirelessly to make the “Victorian Christmas at Donnell House” a bigger and more elaborate holiday event than the previous year. This year is no exception as plans are coming together for the biggest Victorian Christmas celebration yet.

“One of the key issues has always been space,” says Jason Morin, Director of Public Programs. “Victorian houses like Donnell House tend to be broken up into a lot of small rooms, which worked well for the way the Donnell family lived, but is not very helpful for staging events.”

To compensate, this year the festivities will be expanding into the Carriage House next to the main house. “We tend to think of the Carriage House as being part of the Boatshop, since it now forms the boat shop entrance,” says Morin, “but, of course, it’s an original part of Donnell House.”

Along with being original to the Donnell’s home, the Carriage House is a big, open space structure with a lot of character. So this year, plans call for activities to expand into the Carriage House and incorporate the Boatshop with a “Father Christmas’ Workshop” theme, to include more family activities, crafts and music.

According to Jim Nelson, Museum Education Coordinator, there will be something for everyone at the expanded Victorian Christmas. “The Donnell House will be fully decorated in Victorian Christmas style; we’ll have on-going activities, costumed interpreters, crafts – a full plate for families.”

For more information about and reservations for specific events and times during Victorian Christmas at Donnell House visit the Museum’s website at [www.MaineMaritimeMuseum.org](http://www.MaineMaritimeMuseum.org) as the holiday season approaches.

## MMM Needs Your Minivan

Maine Maritime Museum is in need of a reliable, late-model vehicle, preferably a minivan or SUV, to transport curatorial items and as a vehicle for staff travel. The current vehicle used for these purposes is no longer serviceable and the Museum can’t afford to replace it at this time.

If you have a late-model vehicle in good operating condition that you would like to donate to the Museum, contact Jackie Berry at 207-443-1316 ext. 330.

## A Most Suitable Gift

Wednesdays, December 7 and 14 – 5 to 8 pm

Register by November 25

Members \$60; nonmembers \$70

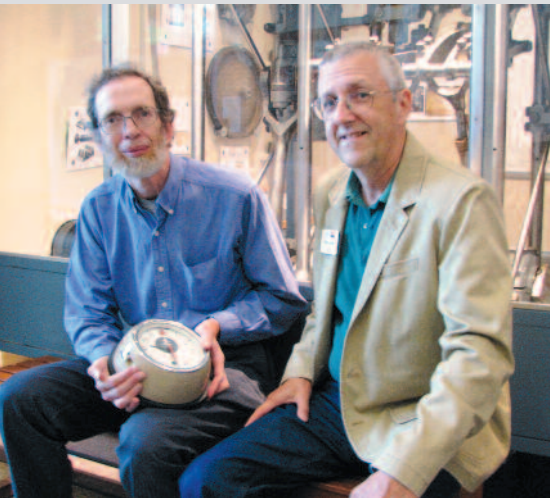
Nothing says how much you care more than giving a gift that you made yourself. Due to popular demand, the Museum’s Boatshop will again conduct its Shaker Box Making workshop just in time for holiday giving.

During this two weeknight workshop, you’ll create a beautiful nesting set of one to three wooden oval shaker storage boxes, as a gift for that special someone or as an elegant addition to your own decor. No woodworking experience is necessary and all materials are included.



The fee for the workshop is \$70 for nonmembers and \$60 for members. Register on line at [www.maine-maritimemuseum.org](http://www.maine-maritimemuseum.org) or by calling (207) 443-1316, ext. 0.

## Brunswick resident wins Soviet Submarine Clock



When the *Cold Waters, Cold War* exhibit closed in August, hundreds of Museum visitors and fans waited to learn if they were the lucky winner of the authentic Soviet submarine clock that was being raffled by the Museum.

The clock had been generously donated for the raffle by Dugan Shipway, a retired U.S.

Navy admiral who commanded nuclear submarines during his career and a past-president of Bath Iron Works.

More than 600 entries were purchased by individuals as far away as Germany. Because of the wide geographic diversity of those who entered the raffle, Museum employees were surprised that the winning entry was that of a local resident, Steve Wellcome of Brunswick.

Steve’s reaction was excitement, tinged with a bit of disbelief. “I’ve never won anything before,” he remarked. Then when Steve explained why winning the clock was so significant to him, it was easy to understand his excitement.

“Just over four years ago, my best friend Charlie died completely unexpectedly from a blood clot,” Steve wrote. “He and I shared many interests. Also, he loved to talk, and I enjoyed listening to him, so we got along splendidly.

“Charlie had one of these clocks in his workshop,” Steve explained, “where we would often sit; he mostly talking and I mostly listening, while his Russian submarine clock ticked away on the wall.”

While he considered hanging his newly won clock in his shop, like Charlie had, Steve decided to hang it in his office instead, because he will see it there more often and be reminded of those enjoyable days spent with his best friend.



## Welcome to New Volunteers

### Boatshop

Wayne Garceau

### Donnell House

Mary Beth Teas

### Launch Tank

Deke Smith

### Sherman Zwicker

Chuck Gauger

Frank Newman

Jane Rogers

### Education Department

### & Gardening

Beth Morris

## Upcoming Volunteer Events

### November 9

Volunteer Council Meeting

### November 16

Annual Wrap-Up Meeting

### December 16

New Exhibit Opening

## Ron Tarbox—Gone but not Forgotten

MMM recently lost a dedicated volunteer when Ron Tarbox passed away. For 15 years, Ron served as a Greeter on Thursday mornings, accumulating 1360 hours of volunteer service since joining the volunteer staff in 1995.

Ron leaves behind a legend that will always be part of Museum lore. He declined to wear the navy blue polo with the MMM burgee, adopted in 2008 for Front Line volunteers. Instead, he always wore a navy blue blazer with the burgee embroidered on its breast pocket, part of previous MMM volunteer attire. Each year before departing for San Diego, he would have his blazer dry cleaned, and hang it in the Sewall Hall closet to await his spring return.

Upon his return in 2010, Ron's blazer was missing - having been placed in the MMM's yard sale. Luckily, it had been bought by a MMM employee and was recovered.

Ron was unable to return in 2011, but his blazer was adopted and worn by a new MMM volunteer...so the legend that Ron created lives on.

## Notes from the Volunteer Office

by Ann Harrison, Volunteer Coordinator

While we always anticipate and prepare for a crush of visitors during the summer season, a new norm – an avalanche of fall visitors from Labor Day to Columbus Day – seems to be developing.



Leading the way are those visitors coming in groups. During September, almost 35 bus tours and seven cruise ships visited, with the latter sometimes docking twice weekly. Many of the bus groups were reunions of sailors who served on BIW-built ships.

Dave Hayward, a MMM volunteer for 17 years, remarked that it was the first time he could recall when we needed four tour guides within a two-hour period to handle the number of visitors. On one occasion there were five groups of visitors touring the shipyard at once.

While this situation strained resources, Greeters, Tour Guides and Docents met the challenge, accepting all assignments with grace – even at an unrelenting pace. They accommodated every tour, always impressing visitors with their enthusiasm and keen knowledge.

One day after a shift at Donnell House, Suzie Wilhelm commented, “We had so many people here we didn’t get a chance to talk to each other.” Referring to her fellow docent, Mary Ellen Rogers, she added, “In three hours, we had at least 78 people visit the house,” she said. “It was probably more, but we lost count because there were so many groups coming in. The best part is that every person enjoyed going through the house. It may have been hectic, but so enjoyable!”

Tour groups make up a sizeable percentage of the visitors to MMM. Many groups and operators return year after year, and their annual arrival is highly anticipated. In addition to the tour companies who regularly plan stops at the Museum, we can always look forward to a visit from a delegation from Shariki, Japan, and another from the Naval Staff College in Newport, RI. (See story on our Japanese visitors on page 6.)

In a letter to MMM Executive Director Amy Lent, the

Director of the Naval War College cited the exceptional professionalism of the MMM staff, as well as the excellence of Volunteer Tour Guides Bill Bushnell and Dave Hayward. “...Through the instructive tours and detailed responses to questions from our students, the staff contributed greatly to the mission of the Naval Staff College and to meeting the objectives of this Field Studies Program,” he wrote.

The Public Programs staff, and indeed the entire Museum staff, deeply appreciate the immeasurable contributions of Front Line volunteers who are always dedicated, punctual and conscientious – be they Greeters, Launch Tank Demonstrators, Donnell House Docents, BIW Tour Guides, Percy & Small Tour Guides, *Sherman Zwicker* Guides, or VSAs.

While Front Line volunteers are more visible and often get daily positive feedback from visitors, no less important to the MMM visitor experience are the efforts of the Behind-the-Scenes Volunteers.

The Behind-the-Scenes Volunteer staff help prepare the



exhibits and accession the artifacts gifted to the Museum. They cater special events which the Museum hosts, such as Quartermaster Days, new exhibit openings and special events such as the Dodge Morgan Tribute in Portland. They work diligently to maintain the buildings and grounds and gardens of our beautiful campus; they keep the library research projects going from week to week; they assist the Public Programs, Development, and Human Resources staff on the third floor; and much more.

The largest group of Behind-the-Scenes Volunteers are those stalwart volunteers who work and teach in the Boatshop. They make us proud with their exceptional work, talent, and enthusiasm. This year they taught boat-building to two groups of 7th and 8th grade students throughout the academic year, constructed an incredibly beautiful *Haven 12½* day-sailer, and hosted a celebration of the launching of the boat, as well as the fall visit of the Maine Small Craft Association.

Thank you, one and all, for another wonderful season at Maine Maritime Museum.

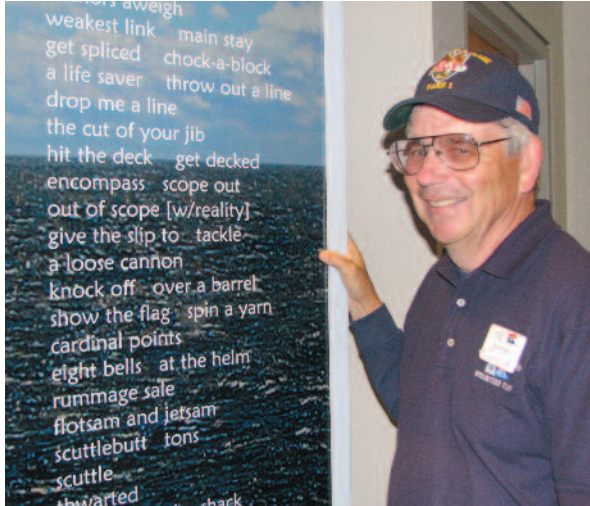
*Anyone interested in becoming a Museum volunteer should contact Ann Harrison, Volunteer Coordinator at (207) 443-1316 x 350 or via email at [harrison@MaritimeME.org](mailto:harrison@MaritimeME.org).*



## Why I Volunteer

Submitted by Rick Cliffe

After 11 years of working at a shipyard in San Diego, my wife and I returned to the Bath area when I retired in 2007. I spent the first couple of years working on the house we had built in Georgetown, but then I began looking for opportunities to make use of my increasing free time.



I've always liked museums, maritime and transportation museums in particular, and we had a family membership for most of the 15 years we lived in Bath during the 80s and 90s, so I was well acquainted with MMM. I attended the spring 2009 open house for potential volunteers, ultimately deciding to try my hand as a Percy & Small guide. Forty years experience in modern warship engineering didn't do much to prepare me as an expert on wooden shipbuilding or the great schooners, but the excellent tutorage of Dave Crump and Bill Bushnell got me started. I'm now in my third year of volunteering and I've done quite a few different volunteer tasks, but Percy & Small Shipyard tours remain my favorite duty.

The first thing I like about volunteering is the wealth of information I have learned about wooden ships and shipbuilding. The enormity of the great sailing vessels and the ingenuity of the skilled men who built them never cease to amaze me. I've read "A Shipyard in Maine" about three times and studied every storyboard and artifact in the Percy & Small buildings, but I continue to internalize new facts every time I walk the grounds.

I also enjoy "talking business" with the Museum staff and other volunteers. Maritime history is a great conversation piece; each and every person at the Museum having much to contribute to my growing familiarity with the subject. But mostly I like sharing what I've learned about Maine maritime history, Percy & Small, and wooden shipbuilding with the visitors who come "from away" seeking to learn more about our local heritage. As a Percy & Small guide, I've met wonderful people from all over the world who come by car, by boat, by bus and cruise ship to Bath, Maine, whose great and renowned maritime heritage belies its small population.

I try to make my tours both informative and entertaining, aided greatly by those who ask questions or engage in a dialog on some particular aspect of the construction, the shipbuilders or the great ships themselves. Often a question, which I cannot answer, leads me to homework that adds another fact or detail to the mental library the next group can probe.

Volunteering at the Maine Maritime Museum is fun, interesting, informative, and rewarding. If you've been thinking about joining us, please give it a try.

**Editor's Note:** This summer marks the third season that Rick has been with the Museum as a Tour Guide—one of the first "graduates" of Dave Crump's and Bill Bushnell's Percy & Small class. Rick assumed volunteer Visitor Services Assistant (VSA) duties on Fridays this year, and picked up Saturday P&S Shipyard tours, as well. He has been the primary Tour Guide all season for passengers of the American Cruise Line ship Independence, which generally docks at Deering Pier on Fridays.

Submitted by Martha McBride



When asked about my favorite artifact in the Museum, my first thought was of the diorama in the McEvoy Gallery, which has been a favorite of mine for a long time. Upon giving it further thought, making a selection became a tougher decision when I thought about the

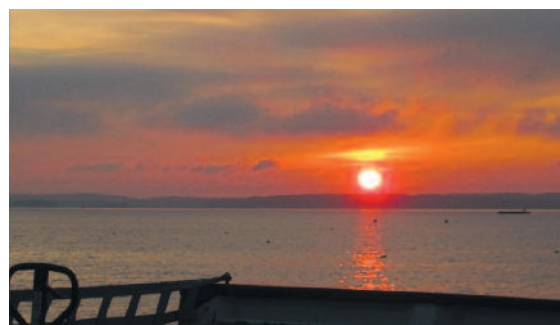
Museum's display about the Chesebrough Memorial and the people of Shariki, Japan. Perhaps this section of the gallery was foremost in my mind, since recently I was privileged to show it to a visiting group from Shariki. That visit made the photograph of the memorial come alive for me and its importance grew when I met some of the people who tend it and the surrounding grounds.

After all that, I decided that my favorite artifact at the Museum still is the diorama in the McEvoy Gallery. When I look at it, I like to think about what Bath looked like that day in March 1919, which the diorama represents. It reminds me of the important role that boat and ship building has had in the development of the City of Bath. The fact that in the 1800's through the early 1900's, the Kennebec River was lined with ship building yards is very impressive in and of itself. Then to think about all the great sailing ships in various states of construction up and down the river bank – wow! Of course, if I then look outside at the Wyoming evocation, it seems almost impossible to have had all those enormous boats and ships lining the river bank.

Looking at the diorama, I always wish I could have been there to see Bath in its "heyday." This vivid picture of the past is what makes the diorama my favorite artifact.

**Editor's Note:** Martha McBride has been a Museum volunteer for three years, working in hospitality at various Museum functions, as well as a weekend greeter, a gallery docent and a Donnell House docent.

## Volunteers Cruise Casco Bay



Although delayed a week due to unfavorable weather conditions, Maine Maritime Museum's Annual Volunteer Cruise took a heading south this year to Portland Harbor. By all accounts it was a delightful evening.

In the late day sun of September, the group of 35 volunteers and staffers boarded their vessel at the Casco Bay Lines Terminal and departed on the "Sunset Cruise." As the ferry got underway from Portland Harbor, the party wasted no time in opening up their picnic baskets to munch on carefully prepared treats while making stops to drop off passengers at the island communities of Chebeague, Cliff, Long, Great Diamond, Little Diamond, and Diamond Cove in the course of the 2 ½ hour harbor cruise. The sunset was spectacular, and when dusk fell, the lights of these island communities and the City of Portland beckoned after darkness fell.





# Giving to Maine Maritime Museum

## Honor/Memorial Gifts

July 21 – September 15, 2011

**In Honor of Joseph and Diana Govern**  
Susan and John Hunt

**In Honor of Nathan R. Lipfert**  
Ellen M. Connors and Steve Adams

**In Honor of John L. Way**  
Richard Way

*Memorial gifts are a way to honor a special individual and support MMM at the same time. For more information about making a gift in honor or memory of someone, call Randall at (207) 443-1316, ext. 344 or email her at wadethomas@MaritimeME.org.*

## Welcome New and Rejoining Members

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## Sponsors keep Woolwich Students in Program



The fourteen 7th and 8th grade students from Woolwich Central School who are attending the 2011-2012 Discovery Boat Building program at MMM pose for a group shot along with their volunteer instructors and Boatshop Manager Kirk Spiradakis. Woolwich's continuing participation in the program, its 4th year, is only possible through the generous support of The Bank of Maine and the Town of Woolwich.





# Celebrating Our Business Partners

## DiMillo's On the Water, Portland



A visit to Portland isn't complete without dining at DiMillo's On The Water, a Maine landmark and one of the most famous restaurants on the East Coast. Family-owned and operated by three generations, Dimillo's provides visitors and locals a premiere destination for fresh, fabulous food, beautiful views and great times. Opened by Antonio "Tony" DiMillo in 1982, DiMillo's is housed in a converted car ferry that originally ran between New Castle, Delaware and Pennsville, New Jersey. After providing ferry service in Newport and Jamestown, R.I. and Port Jefferson, N.Y., the ferry was sold to the DiMillo family and converted into a luxurious 600-seat restaurant.

The floating restaurant sits in picturesque Portland harbor at the end of the Long Wharf Promenade, which was custom-designed by Tony DiMillo. The wharf provides convenient access to the waterfront, and serves as a gateway by land or by sea, to all DiMillo properties – Dimillo's Old Port Marina, DiMillo's Gift Shop and DiMillo's On The Water.



The marina is a favorite stopover of super yachts from around the world, providing deep-water, weather-protected accommodations for vessels up to 250 feet, with 100 amp shore power. DiMillo's provides full marina service including transient rentals, yacht brokerage and yacht sales.

"We are proud to be a business partner of Maine Maritime Museum and a Supporting Sponsor of the upcoming *Port of Portland* exhibit," said Steve DiMillo, manager of DiMillo's On The Water. "We celebrate Portland's maritime heritage every day of the year, and invite everyone to join us."

## Support MMM Business Partners

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A senior moment for the Senior Curator?

This image seems familiar, but I cannot match it with a vessel name.

The original print is a 10-inch by 13-inch albumen print mounted on cardboard. It came to the Museum via the collection of Bath newspaper reporter and historian Mark Hennessy. The setting looks like a north end Bath shipyard, with the familiar Woolwich shore visible across the river. The three-mast schooner has what is called a “plain head” – there is no figurehead, no billethead, nor decorative carving of any sort on the bow. This characteristic would lead one to think it could be the Sewall yard – but is that right?

The building at right is fairly elderly – note the venerable twelve-over-eight sashes on the windows. Poking out from around the corner of the building is the stern of a square-rigger with a wheel house, and a pair of shear legs for installing masts can be seen on the other side of the building. Then there is a second pair of shear legs, and three masts already installed on what must be a schooner because a spring stay is visible connecting fore and main.

Can you identify the three-master which is the centerpiece of this image, or anything else about the picture?



It’s a NO GO for the chapeaus!

Not a peep was heard from any of our readers regarding the Puzzler in the summer issue of *Rhumb Line*. So for now, the gentlemen posing with and without hats will have to remain anonymous. If you have a sudden stroke of genius regarding this august group, please contact Senior Curator Nathan R. Lipfert at 207-443-1316 ext. 328, via email at lipfert@maritimeme.org, or drop a card in the mail.

If you can help, please contact Senior Curator Nathan R. Lipfert, 207-443-1316, ext. 328, or lipfert@maritimeme.org, or drop a card in the mail.



Membership Makes a Great Holiday Gift

A holiday gift of membership at Maine Maritime Museum will provide your family, friends and/or employees with a full year’s worth of fun and interesting learning and entertainment – not to mention support the programs of the Museum. We will mail your gift membership in a special seasonal Museum note card to arrive just in time for the holidays.

All membership levels provide:

- Free admission to the Museum
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- All of the above benefits plus:*
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